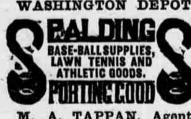
holera Morbus ramps iarrhoea ummer Complaints ysentery

All Cured by a teaspoonful of Perry Davis Pain Killer in a little Milkor Sugar and Water. ALL DRUGGISTS SELL IT. >

WASHINGTON DEPOT.



A. TAPPAN, Agent, 819 Pennsylvania Ave.



and guaranteed never to break. Price, \$1.25.

MAYER, STROUSE & CO.

be had on application to the assistant superintendent. The department reserves the right to reject any or all bids, and to waive defacts. Proposals should be addressed to the Secretary of the Treasury, marked: "Proposals for Furnishing a Wire Partition." C. S. FAIRCHILD, Scotctary. jy12-1t

PROPOSALS FOR SUPPLIES.

more or less.

20 tons Cumberland Coal, more or less.

20 tons Cumberland Coal, more or less.

All to be of the best quality and free from slate and other impurities; to be delivered in quantities and at such times as may be ordered; to weigh 2,340 pounds to the ton, and less of 20 cents a ton to inspector to be paid by

contractor.

Also, for 20 cords Pine Wood, more or less,
Also, for 20 cords Oak Wood, more or less,
Also, for 3,000 pounds Ice, more or less,
Also, for 3,000 pounds Ice, more or less, free
from snow and all impurities.

Inspector's fee to be paid by contractor.
Right to reject bids or waive defects is reserved.

REGINALD FENDALL,
jyll-6t Chairman Exective Committee.

PROPOSALS FOR FURNISHING STREET LANTERNS AND STREET DESIGNATIONS, AND FOR PAINTING STREET LAMPS.

OFFICE OF THE ENGINEER COMMISSIONER,
WASHINGTON, D. C., July 9, 1887.
Scaled proposals will be received at this office until 12 O'CLOCK M. MONDAY, JULY 25, 1887, for furnishing 150 street lanterns, street designations, and for painting street lampoests and lanterns.
Blank forms of proposals and specificatious can be obtained at this office upon application therefor, together with all necessary information, and bids upon these forms will only be considered. Considered.

The right is reserved to reject any and all bids or parts of bids.

WASHINGTON, D. C., July 6, 1887.

Scaled proposals will be received by the Smithsonian Institution until 1 p. m. 18th JULY, 1887, for MISCELLANEOUS WORK required in the repairs of the western portion of the Smithsonian building.

Plans and specifications may be seen at the office of Cluss & Schulze, Corcoran Building, Washington, D. C.

Acting Secretary Smithsonian Institution.

197-8t

FINANCIAL.

B. K. Plain & Co.,

Stocks, Grain, Provisions, and Oil. St. Cloud Building, 9th and F Sts. Chicago Correspondents : Milmine Bodman City references: Columbia National Bank. Constant Quotations of Chicago and New York Markots by Special Wires.

BUSINESS DIRECTORY. A WNING MAKER-R. O. M. BURTON, 911 R st. N. W. Reception canopies and decorations for rent. All kinds of Awnings, Fents, and Flags made. Telephone Call 938-4.

ANOTHER GAME LOST.

CHICAGO DEFEATS THE WASHINGTONS IN AN EXCITING GAME.

Pittsburg, Boston, and Philadelphia Win a Bail.—The Races at Monmouth Park and Chicago-Entries for To-

Although the base ball game yesterday afternoon between the Washington and Chicago clubs was not strictly a first-class exhibition, still it was thoroughly interest-ing from start to finish, as the interest in the final result never flagged. Both nines made numerous errors of the most ludicrous kind at critical points in the game,

Total.... 6 10 24 12 6 Total..... 8 9 27 21 7

GAMES ELSEWHERE.

BOSTON, July 12.—Terrific batting and superb fielding with the fine battery work of the home team were the features of to-day's game. Wise's three-bagger in the second inning brought in three runs, and Johnston's single in the fifth, and Morrill's single in the seventh each two more. The attrowing from far outsield by Hornung and Johnston prevented possible runs. Maining received a voct'srous welcome, and played well in the field, but was weak at the bat. Shindle'slwork at third was ragged. The Detroits found the ball for only two hits after the fourth linning, Attendance, 5,000. Score.

BOSTON, B. B. POA.E. DETROITS. A.B. FO.A.E. GAMES ELSEWITERE,

Total ____ 15 22 27 18 2 Total ___ 3 11 27 12 6

Total.....11 16 27 23 4 Total.... 5 11 27 11 8

ASSOCIATION GAMES. At Cincinnati—Cincinnati, 7; Athletic, 4, At Louisville—Louisville, 6; "Mets," 2 At St. Louis—Brooklyn, 7; St. Louis, 5, At Cieveland—Cleveland, 1; Baltimore, 5.

At Cleveland—Cleveland, I. Battimore, 5.

MR. GAFFNEY HAS NOT HESIGNED,

The statement in regard to Mr. Gaffney's resignation from the management of the Washington Base Ball Club as published yesterday afternoon, upon investigation proves to be untrue. Mr. Gaffney is authority for the statement that he has not resigned nor has he any intention of doing so.

ARSULT OF YESTERDAY'S RACES.

CHUCAGO, July '12.—The attendance at the

RESULT OF YESTERDAY'S RACES.
CHICAGO, July 112.—The attendance at the races to-day was 4,000.
First race—Three-quarters of a mile. Persimmons woo, Rita R second, Jack Cocks third. Time, 1:16.
Second race—Mile heals. First heat—Gold Pica won, Modesty second, Longalight third. Time, 1:49.
Second heat—Gold Fica won, Modesty second, Longalight third. Time, 1:49.
Third race—One mile and a full. Bonita won, Knight of Ellerslie second, Woodcraft third. Time, 2:37%
Fourth race—Mile and a furlong. Paragon won. Comedie second, Howard Gray third. Time, 1:67.
Fifth race—Three-quarters of a mile. Lewis Clark and Egmont van a dead heat, Dynamite third. Time, 1:14%
MONNOUTH PARE, N. J., July 12.—There

were between eight and ten thousand persons at the races to-day.

First race—One and one-disteenth miles. First, won, Stradford second, Beividere third. Time, 1:50%.

Second race—Three quarters of a mile. Peerless won, Satan second, Satisfaction third. Time, 1:10%.

Third race—One and one-half miles, Linden won, Grimaldi second, Tenbooker third. Time, 2:34%.

Fourth race—One and one-eighth miles, War Esgle won, Himalya second, Tolu third. Time, 2:58%.

Fifth race—Three-quarters of a mile. Yorng Duke won, Grenadier second, Freedom third. Time, 1:16.

Hurdle race—One and one-half miles. Palanco won, Menimore second, Little Fellow third. Time, 2:58.

ENTRIES FOR TO-DAY'S SACES.

Lynn & Wail, 908 Pennsylvania avenue, fur-nish the following entries: nish the following entries:

BRIGHTON BRACH.

First race—Seven furiongs—Lex, 109 pounds
Bonnie Lad, 109; Niagara (formerly Atlantic
109; Regal, 107; Hampton, 104; Widgeon, 100 Minnie Cerus, 101; Koko, 96; Commotion, 96; Falsenote, 96; Bonnie Stacl, 94.

Second race—One and one-stateenth miles selling—Billy Bmith, 97 pounds; Fellowship 97; Little Dan, 97; Epicurs, 97; Lady Dean, 97 Musk, 97; Kockuk, 97; Georgie C. 97; Las, 9; Pat Daly, 92.

ENTRIES FOR TO-DAY'S BACES.

97; Little Dan, 97; Epicure, 97; Lady Dean, 97; Musk, 97; Kcokuk, 97; Goorgie C. 97; Lea, 93; Pat Daiy, 92.

Third race—Three-quarters of a mile, selling—Battledore, 112; King Arthur, 112; Peacock, 112; Jim Clare, 112; Calera, 110; Mollie Thomas, 110; Rebel Friend, 110; Ballerina, 108; Whitky Jack, 107; Parasol, 93.

Fourth race—One and one circhth miles—Top Sawyer, 115; Pilos, 114; Treasurer, 115; Tomasia, 118; Ernest, 111; Lute Arnold, 107; Billy Crock, 169; Bonnie Prince, 106; James A II, 104; Letretla, 104; Grand Duke, 103; Minnie Hegiar, 102; Hermitage, 94.

Fifth race—One mile, selling—Banero, 114 pounds; Donald A, 113; Hickory Jim, 107; Vaucleuse and Montauk, 107; Lida L, 108; Gampbell, 108; Saefaom, 105; Sweety, 103; Componation, 106; Kink, 97; Thriftiess, 92; Witch, 92.

Bixth race—Seven furlongs, welter weights—Sulter, 148 pounds; Granite, 145; Trenton, 145; Bilzzard, 145; Dick Brown, 145; Sheiby Barnes, 145; Nat Goodwin, 134; Willie Palmer, 134; Bobolink, 132; Manhattan, 108; Lottie Filimore, 105.

Followers of Robin Hood and the Maid

Marian Compete for Prizes, The annual meeting of the National Archery Association began yesterday morning at the arsenal grounds. There were two parties of archers. The ladies occu-pied the lawn nearest the commandant's house, and the gentlemen were in posses-sion of the ground nearer the gate, three rchers being assigned to each target. The

archers being assigned to each target. The Columbia round was shot by the iadles. It consisted of the flight of 24 arrows by each archer at the distance of 50, 40, and 30 yards. The American round was shot by the geotlemen. It consisted of 30 arrows at 60, 50, and 40 yards. The rounds shot in the morning resulted as follows:
Columbia round—Mrs. A. M. Phillips, 504; Mrs. J. Arthur, 442; Mrs. Schoolfield, 402; Mrs. W. A. Bartlett, 365; Mrs. M. C. Howell, 349; Mrs. L. W. Maxon, 268; Miss D. E. Brook, 261; Mrs. L. W. Maxon, 268; Miss D. E. Brook, 261; Mrs. L. W. Hartlett, 365; Miss F. Tereise, 237; Miss L. Williams, 216; Miss E. C. Cook, 191; Miss A. Bartlett, 188; Miss V. Venablos, 186; Master K. Glbson, 152; Miss C. A. Van Doren, 143; Miss Nellie Longley, 132; Master C. H. Longley, 110; Miss D. Newton, 80; Anerican round—W. A. Clark, 471; D. W. Maxon, 442; C. C. Beach, 415; T. F. Scott, 394; M. C. Howell, 389; H. W. Longley, 389; G. C. Spencer, 376; J. F. Paret, 342; Dr. Schoolfield, 256; W. J. Bearus, 317; C. R. Hubbard, 292; C. F. Randall, 254; A. Kern, 253; J. W. Pryor, 28; W. B. Grant, 294; J. W. Wilson, 200; C. D. McCutchen, 198; L. D. Wilson, 102; C. D. McCutchen, 198; L. D. Wilson, 102; C. D. The flight shooting commenced at 136.

Cutchen, 198: L. D. Wilson, 162.

The flight shooting commenced at 1:38, and was won by Mr. Maxson, who sent his arrow 226 yards. Mrs. Philips followed with a record of 175 yards, Miss Newton being a close competitor at 172 yards.

In the afternoon the single Columbia and American rounds were again shot, making the complete round. The following was the seore:

the complete round. The following was the score:

Columbia round—Mrs. Philips, 476; Mrs. Arthur, 481; Mrs. Howell, 383; Mrs. Schoolfield, 382; Mrs. Bartlett, 383; Miss D. E. Brooke, 311; Miss E. C. Cooke, 287; Mrs. Maxson, 273; Miss I. Williams, 282; Mrs. Longley, 225; Miss N. Venables, 292; Miss F. Tresise, 192; Miss Neille Longley, 172; Miss Van Doren, 160; Miss Agnes Bartlett, 136; Miss Dora Newton, 118, American round—W. A. Clarke, 521; L. W. Maxson, 482; C. C. Beach, 444; Mr. Harvell, 414; T. F. Scott, 404; H. W. Longley, 409; C. B. Schoolfield, 336; A. Kern, 347; C. R. Hubbard, 246; J. T. Paret, 840; G. C. Spencer, 334; W. J. Bearus, 322; C. B. McCutchen, 287; C. F. Bandall, 256; J. W.; Wilson, 236; Mr. Pryor, 225; L. D. Wilson, 212; Charles Longley, 206; W. B. Grant, 175; Mr. Gibson, 154.

The prizes, given according to the total score of the day, will be awarded as follows: Columbia round—Medal and first prize, Mrs. Philip; second prize, Mrs. Arthur; third prize, Mrs. Schoolfield.

American round—Medal and first prize, Mrs. Philip; second prize, Mr. Maxson; third prize, Mr. Beach.

The prize for turtle shooting was won by Charlis Longley, 200; W. H. Lengley, 200; Mrs. Beach.

prize, Mr. Beach.

The prize for turtle shooting was won by Charlie Longley's son of W. H. Longley, of Dayton, Ohio.

The winning scores were unusually high. This morning the ladies will shoot the National round, which consists of 96 arrows at 70 yards and 48 at 50, or at option a round of 48 arrows at 40 yards and 24 at 30. The gentlemen will shoot the York round, consisting of 144 arrows at 100 yards, 90 at 80, and 48 at 50, or at option a round of 96 arrows at 50 yards. The shooting will begin rows at 50 yards. The shooting will begin at 9:30 o'clock.

Last evening a meeting of the association was held at the National Hotel, but no bus-less of importance was done.

A RIGHT ROYAL TIME. How the Washington Growlers Propose to Enjoy Themselves Up North. Twenty-five members of Washington Lodge, No. 2, of the Growlers, left yesterday evening for New York to participate in the annual general lodge meeting to be held at the Eutaw House, New York city, today. The New York Growlers will give an day. The New York Growlers will give an excursion up the Hudson to-morrow, having as their guests the Washington lodge. On Friday the Brooklyn Growlers will entertain them at Brighton Beach, Coney Island, and on Saturday they are the guests of the Staten Island Growlers.

Chief Growler Billy Wolfe, of the Washington lodge, accompanies the party, and a right royal time they expect to have.

Let Down Easy. Wm. G. Morton was tried vesterday in the criminal court with assault and battery with intent to kill Lizzie Moore, Iren-Schaefer, Alice Osborn, and Officer Heller. The prisoner was defended by Mr. C. P. Lincoln. The jury brought in a verdict of "guilty of assault," and Mr. Lincoln received many congratulations on the result of his able defense.

That fine steamer the Pilot Boy is rapidly becoming a favorite with Washingtonians. Two trips a day are made to Glymont-at 10 a. m, and 6 p. m.—and there is good music on both boat and grounds for those who desire Terpsichorean exercise. The who desire Terpsichorean exercise. The boat's officers are remarkably polite, and the passengers' desires are their law.

RAILWAY NOTES.

The East Penn directors yesterday declared a dividend of 4 per cent. The East Tennessee, Virginia and Georgia

The Hast Tennessee, Virginia and Georgia railroad directors have declared a 4 per cent. dividend.

The Northwestern Association vesterday granted the Chicago and Alton a reduction of 2% cents per hundred on whest from Kansas City and Missouri river points to Calcago. The corn rate was unchanged.

Two railroads controlled by the same company were chartered at the Pennsylvania state department yesterday with a capital stock of \$25,000,000. They are said to be a part of the Railmore and Ohio and Lehigh Valley scheme to run a line from New York to Pittsburg. The first is the Carbon, Schuylkill, and Western Railroad Corspany, whose capital is \$50,000,000. Its length will be about \$25 miles, and the road will traverse Carbon, Schuylkill, Snyder, Union, Mifflin, Centre, Huntington, Iliair, Clearfield, Cambria, and Indiana counties. The line will start from a point on the southerly line of Carbon country, near the northwest corner of Lehigh township, in Northampton county, and the terminus will be at or near ashland, its Schuylkill county to Northamberland, in the county of that name; to Phillipburg, in the county of that name; to Phillipburg, in the county of Carbon ame; to Phillipburg, in the county of Hair. The other corporation is the Glearfield and Allegheny Railroad Company, its line will be 13 miles, and will run through Clearfield, Cambria, Indiana, Westmoreland, and Allegheny counties, starting at a point near Gazam station, on Beech Creek railroad, in Clearfield, Cambria, Indiana, Westmoreland, and Allegheny counties, starting at a point near Gazam station, on Beech Creek railroad, in Clearfield, Cambria, Indiana, Westmoreland, and Allegheny counties, starting at a point near Gazam station, on Beech Creek railroad, in Clearfield, counties, starting at a point near Gazam station, on Beech Creek railroad, in Clearfield, counties, starting at a point near Gazam station, and Secundary of Philadelphia, The bluk of the stock in boin corporations (about even-deighths) is held by George A. Stimpson, of New York,

ment, which will be of interest to our read

retary of this compony, have been west for the past three months conducting trial trips and negotiating with railroad com-panies in the interest of the Shellabarger

Pauline is a station on the Atchison, To-peks, and Santa Fe Railroad, and the shippeka, and Santa Fe Railroad, and the shipment was made under the auspices of the Santa Fe company. Eighty cattle, that averaged 1,618 pounds each, were loaded in five Shellabarger cars, and transported to Chicago along with a train of ordinary stock cars. The cattle in the Shellabarger cars lost but 20 pounds each; those in the ordinary cars lost 62 pounds. The cattle carrid in the Shellabarger cars sold for \$4.10 per hundred, when they arrived in Chicago Mesers. Herron and White were met by the live stock agent of one of the great trunk lines, who was so much pleased with the results of the shipment that he proposed an immediate trip over his road. He also said that that if this shipment proved as successful as the one just made over the Atchison, Topeka and Santa Fe road he would ask the officials of his line to give the Shellabarger cars a thorough test, with a view to their adoption.

"A Shellabarger car was loaded with

officials of his line to give the Shellabarger cars a thorough test, with a view to their adoption.

"A Shellabarger car was loaded with cattle and run to Pittsburg in connection with an ordinary stock car. The cattle in the Shellabarger car gained 200 pounds in weight; those in the ordinary car lost 620 pounds. The shipper saved over \$40 by using the Shellabarger car. It is needless to say that the stock shipper and stock agent were both highly pleased.

"True to his promise the stock agent met Mr. Herron in Pittsburg and recommended the Shellabarger car to the officials of his road. Mr. Herron succeeded in getting a memorandum from the general manager of that road, in which it was stipulated that five trips should be made with Shellabarger cars over his line from Chicago to Pittsburg; also, that, if these trips proved satisfactory, his company would then negotiate for the use of the Shellabarger fixtures in which the cattle lost thirteen pounds each in the ordinary cars on the same train the cattle lost thirty pounds each, thus showing a saving to the shipper, by using the Shellabarger car, of \$12 on each carload. As this shipper handles 600 carloads a year he was not long in seeing that, at that rate, there would be a saving to him of \$7,900 per annum by using the Shellabarger car. He at once insisted upon the adoption of said car.

"On trip number three the cattle gained."

per annum by using the Shellabarger car.

He at once insisted upon the adoption of said car.

"On trip number three the cattle gained 230 pounds per car; on trip number four, made last week, there was a gain of 73 pounds per car; trip number five will be made this week. If satisfactory (and it may be predicted with absolute certainty that it will be so) the trunk line in question will be ready to use the Shellabarger fixtures in their cars.

"As soon as the annual meeting of the stockholders is over, which will take place on the first Monday in August next, the remaining two trial trips will be made on the Atchicon. Topeks and Santa Fe railroad. That road is just as friendly to the Shellabarger car as herestofore represented, and we have no doubt but that it will adopt our car. After the car has been placed upon the two great trunk lines above mentioned no further trial trips will be necessary, and the business of the Shellabarger company will mainly consist of negotiations with railroad companies and in looking after its royal-ties."

From the foregoing it will be seen that

from any raifroad, and that they have adopted a plan for bringing their cars into general use by which they will avoid appeals to the courts or the interstate commission. In other words, the Shellabarger car is being introduced entiraly on its own merits, which have obtained for it the unqualified commendation of both shippers and railway officials.

War and Goes it Alone.

retary of War, just received. It was read, and is as follows:

War Department, Washington City, July 11, 1887.—818: In reply to your letter of the 2d instant, requesting that the Union Veteran Corps, Old Guard, be allowed to retain the arms and accountements issued and loaned to them June 22, 1880, the Secretary of War decides that there is no authority of law for the issue of arms to any but companies of organized militia; and, as your company has decided to organize as a militia company, it can no longer retain the arms now in your possession. Very respectfully, your obedient servant, John Tweedale, Chief Clerk. Carr. J. M. Eddar, Commanding Union Veteran Corps, Old Guard through Brig. Gen. Albert Grdway, commanding D. C. militia. Capt. Edgar stated that he had been requested by Gen. Ordway to turn the arms over to a very prominent honorary member of the "Old Guard"—Maj. H. L. Cranford, quartermaster general of the District militia. The members seem to be much releved at a final decision being made, especially at this time, while their friends are hot over the matter, and the prospects are good for obtaining a full complement of guns without much cost to the corps, as many of the commades and friends have pledged their money and efforts to that end.

1t was suggested, and agreed to, that

the shakes and procuring a more suitable headgear.

The entertainment committee reported arrangements perfected for the excursion to Marshall Hall July 21, and that the outlock was favorable for a grand rally of the friends of the organization. Several applications for membership were received and referred to the recruiting committee.

Capt. Edgar has informed Maj. Cranford that the arms are ready to be turned over to him at any time he sees fit to name.

Sons of Temperance. Boston, July 12.—The annual session of the Bons of Temperance opened to-Worthy Patriarch Clapp's report shows a membership of 84,379, a gain of 8,351. Twenty-two new divisions have been formed and three reinstated in South Carolina. The report spoke encouragingly of the prospects, and wanted the drain drinker denounced as well as the drainkard maker. There were 1,565 divisions in op-eration las', year, an increase of 70. The assets of the division are \$7,320.

The Minnesota Soldiers' Home. St. Paul., Minn., July 12.—The commis-sioners have decided to locate the Soldiers' Home at Minebaha Falls if Minneapo give 20,000 and St. Paul locate a park the river opposite the home.

NEW PUBLICATIONS.

VERLAND MONTHLY, July, San Freisco: Overland Monthly Company,
Montgomery street, Publishers. "The Life Natural," opening poem, animated and strong. "Evening," and poem, completely avoids the manne poem, completely avoids the manne our eastern bards employ on the same ject; difficult, while desirable, to do. Tollows interest and information "Bears." "Cracker Jim," an Abstory, transports us to the robel war and reveals a scene of strange life, gibar and the East Coast of Africa" age with beasts, human and quadre painful with the slave trade, and h with superstition and ignorance, land this account of observance limits to be credited: "An incircular grave is dug. Five stools are placed in the center, and o at the five principal widows. Rous equat the remainder of the unfortuneaved, numbering several hundred.

squat the remainder of the unfortun-reaved, numbering several hundred.
a chorus of farewell, a host of black-forward and shovel earth on them, the are covered with some feet of mold spite of the superincumbent weight a ing up from below is noticeable for sev-minutes—then all is still." In compari-tappy "American citizens of African cent!"

cent?"
"Old Doc Travers" is a wild characteristic story—a love story—of Black BeGulch.
"Chata and Chinita," of Mexico, and the
"Indian War Papers," of Gen. O. O. How
ard, are continued, and "The Chronicles of
Camp Wright" begun. OUTING. July. 25 cents; \$3 a year. New York: 140 Nassau street. Publishers.

Even July, with all its sultriness, can be rendered delightful. It is simply to open Outing. Thenceforth every breath is refreshing, lassitude forgotten, vigor exultant. Osting. The nector the every breath is refreshing, lassitude forgotten, vigor exultant.

First, the frontispiece illustrates this, where an officer drinks from a soldier's eanteen, proving "Military Brotherhood."
Then "On the March," which begins the text, describing some toil, of course, but how unregarded that, at the bour of "The Noonday Halt," the arrival at "The Stream," when thirst almost plunges the whole head into the sweet water, and, after the well-won sleep, arm or hat over eyes in the changeful shade of great trees, follows the "Camp Fire" at night, the heroes recumbent or half recumbent around it listening to a comrade's eloquent story of chvalric daring, till, at last, the "Company Cooks" announce "Supper Ready!"

The scene changes: "On the Billow." And the "Billow" is a yacht, and the yacht is on the billow, by the New England coast, and it is led astray by sirens. But the story has happy ending.

"Twelve Days Without a Sunset" might be deemed a rather torrid season, without enjoyment. Yet it is not so, for the locality is Norway.

"Tidele"—now the thrilling, perilous pleasure of horse racing.

"Abandoned in Mid-Ocean" might appear a dolorous narrative, especially when the author's name happens to be

ness before unknown.

Ringwood Manse, situated in Fauquier county, Va., in view of the Blue Ridge mountains, was the peaceful dwelling place of the late Thomas B. Balch, D. D.

The poem in style is harmonious with its subject—direct, unaffected, clear, and cheering as surshine. From a true mind, it is true; from a fond heart, it is loving. We are glad to know the poet a fellow-citizen of Washington.

The Crystal Wedding. elect of the fifteth Congress from the tenth Michigan district, and his wife celebrated their crystal wedding at Bay City, Mich., on the 26th of June. The occasion was a most happy one, and the friends of the family were entertained in splendid style. Many valuable presents were made.

From Washington city a very handsome souvenir was sent by Mrs. A. E. Gridley. It was a pen and ink illumination of an appropriate selection of poetry. The work was exquisitely done, being illustrated with pen pictures of Mr. Fish's birthplace, his present residence, and a view of Pennsylvania avenue and the capitol. The frontispiece contained the following inscription:

Mr. AND Mrs. S. O. Fireira,

MR. AND MRS. S. O. FISHER, 1867. Michigan.
JUNE 27,
Compliments
Washington,
Following is the poem: While gathering near with festive cheer Your bounteous board's fair spreading The task is mine to pour the wine; Our toast—the crystal wedding.

How crystal clear the years appear As we too look them over, Since pledged was youth and love and mirth To happy bride and lover.

The tears that fail, the cares that all Must know, how'er repining. Like mists that pass from off the glass Beneath the sun's bright stining. Oh! blessed love, that lives above All earthly change and sorrow! Drives clouds away and makes to-day Sweet promise of to-morrow.

The little band that round you stand, With dearer joys have crowned you

And now to you. O, happy two, Love's flowery path still treading, With joy we come to fill you home, And keep your crystal wedding. And much we pray this marriage day, Johning new years and olden, May bid love wait to calebrate The allver and the golden!

AFFECTED BY THE DEAL.

The Uncertainty of the B. & O.'s Plans Reduces Commission Business. NEW YORK, July 13 .- The influence of the incomplete Baltimore and Ohio deal was the principal factor in the stock market to-day, the uncertainty attending it reducing the commission business to a mini-mum, while even the traders were disin-

ducing the commission business to a minimum, while even the traders were disincilined to operate. There was no news of any importance of a character to affect values, and the rumors which obtained listeners were those in regard to the Baittmore and Ohio matter only. The feeling in the room was moderately bullish, but fluctuations in the majority of stocks traded were within a range of 4 per cent.

The opening was dull and steady, and the general listshowed no change, although Wheeling and Lake Erie and Louisville and Nashville were strong in the early trading. About two-fifths of the day's business was transacted in the first hour, after which the dullness became oppressive, with absolutely no movement in prices, while the hour from 12 to 1 o'clock was the dullest seen in the stock exchange for two years. Some little animation was caused later by the weakness in Reading and Wheeling and Lake Erie, but this soon died away, and the market closed extremely dull and steady.

Money on call has been easy, ranging from 3\frac{1}{2} to \frac{1}{2} to \frac{1}{2}

The following were the closing bid quo-

The following were the closing bid quotations:

48, 1275, 444 coup., 100; Pac. 68 of '95, 123; Dist. Col. 3-698, 121; do. 78, 106; La Cons. 854; Mo. 68 of '87, 100; N. C. Con. 68, 1214; do. 48, 16; Tenn. settlement 68, 107; do. 57, 102; V. 8. 68, 48; do. consols, N. N. C. 50; Tenn. settlement 68, 107; do. 57, 102; V. 8. 68, 48; do. consols, N. N. C. 50; Tenn. settlement 68, 107; do. 57, 102; V. 8. 68, 48; do. consols, N. N. C. 50; Tenn. settlement 68, 107; do. 57, 102; V. 8. 68, 48; do. consols, N. N. C. 50; Tenn. settlement 68, 107; do. 57, 102; V. 8. 68, 48; do. consols, N. N. C. 50; Tenn. settlement 68, 107; do. seconds, 1054; Denv. and R. G. firsts, 1154; De. 80, 80, 800; do. seconds, 1054; Northwestern cons., 139; do. debonture, 102; St. L. Chicago, and Pac. firsts, 118; Southern Pac. firsts, 1134; T. P. R. G. and C., 147; Union Pac. firsts, 1134; T. P. R. G. and C., 147; Union Pac. firsts, 1134; West Shore, 101; Adams Express, 144; Alton and T. H., 409; do. pfd., 75; Am. Express, 108; Bos. Air Line pfd., 90; R. C. and R. N. 46; Canada Southern, 57; Canton, 55; Cen. Pac., 27; Ches. and Ohlo, 75; Chicago and Alton, 150; do. pfd., 160; C. B. and Q., 1449; Cleveland and Col. 57; Chicago and Alton, 150; do. pfd., 160; Cop. Col., 15; Del. and Hud., 1013; Del. and L. 1315; Del. and L. 153; Mich. Cen., 80; Mo. Pac., 1023; Mob. and C., 135; Massand Texas, 274; L. E. and W., 905; Lake Shore, 905; L.V. and Nash., 62; Met. L. 163; Mich. Cen., 80; Mo. Pac., 1023; Mob. and C., 135; Mob. and C., 135; Mob. and C., 135; Mob. and C., 135; Mob. Arc., 1024; Mob. and C., 135; Mob. 104; Mob. 104; Mob. 105; Northwestern, 117, 40; Del., 145; N. 70; Chicago and Miss., 275; do. pfd., 48; N. 70; Chicago and R. L., 174; do. pfd., 149; N. 70; Del., 111; Mob. 20; Northwestern, 117, 40; Del., 140; N. 70; Del., 111; Mob. 20; Del., 111; Texas Pac., 293; Union Pac., 555; U. S. X. 66; Wab. Pac., 184; Union, 70; Union Pac., 555; U. S. X. 66; Wab. Pac., 184; Union, 70; C

Following is the range of prices in the Chicas narket, turnished by H. K. Plain & Co., St. Cloub hilding, corner, Ninth and F streets:

Open High Low.
71% 71% 71% 71%
72% 73% 72%
74% 75% 76% 76% August 6 50 6 50 6 50 6 50 August 6 52½ 6 55 6 52½ 6 55 September ... 6 65 6 66 6 62½ 6 65

Washington Stock Exchange.
The following list of the most active stocks deal on the Washington Stock Exchange is furnish y Messrs. Bell & Co., Bankers, No. 1437 Penasyl

vania avenue:
July 12, 1887.
District Columbia Bonds.
68, '91, Fer. Impt., gold.
78, '91, Fer. Impt., gold.
78, '91, Fer. Impt., gold.
78, '92, Market Slock, currency.
68, '92, 30-year funding, gold.
78, '99, 26-year funding, gold.
78, 1901, Market Stock, currency.
68, 1902, 50-year funding, gold.
78, 1903, Water Slock, currency.
78, 1905, Water Slock, currency.
78, 1905, Water Slock, currency.
78, 1905, Water Slock, surrency.
78, 1906, Water Slock, surrency.
78, 1907, surr Miscellaneous Bonds:
Vashington and Gwn. R. R. Cofasonic Hall bonds...
Vash. Market Co, bonds
Vash. Li. Inf. 1st mortgage...
National Bank Stocks: armers and Mechanics,.... 59 40 70 18 160 55 184 150 68

Baltimore Produce Market-July 12. COTTON dull; middling, 11e.
Fi.OUR steady and quiet.
WHEA7—Southern steady; red. 83@850; amber, 85@850; western lower and dall; No. 2 winter red. spot, 831@850; July 851@851@0; August, 851@851@0; September, 811@814@0; GORN—Southern lower and quiet; white, 55@860; yellow, 480; western steady and call; mixed, spot, 440; July, 44c asked; August, 44@445@

M@38c; western white, 30@41c; do. mixed, 26@37c.
BYE steady, 58@60c.
PROVISIONS quiet and steady.
COFFEE higher and dull—Rio cargoes, ordinary to fair, 18@15%c.
BUGAR—Copper refined firm, 2%@9%.
WHISKY steady, S. 14@84.15.
Other articles unchanged.

Baltimore stock market. Baltimore, July 12.—Virginia 6s, consoli-dated, 46½; dast-due coupous, 535½; do, new 3s, 635½; do, 10-40s, 36 bid to-day.

An Enthusiastic Meeting. The Virginia Republican Association held an enthusiastic meeting last night, Mr. Ralph Singleton in the chair; Mr. R. J. Mr. Ralph Singleton in the chair; Mr. R. J. Shelton secretary. A quantity of business of importance was transacted, and a number of new members were elected. Mr. Thomas Allen, of Alexandria, stated that he had surveyed the campaign ground in that district and was satisfied that either Col. D. A. Windsor or Mr. Trumbull could be elected to the legislature. The next meeting of the association will be held at 307 Missouri avenue northwest on the first Tuesday in August. All Virginta Republicans are requested to be present.

More Small Notes Needed. The demand for notes of small denomina tions continues heavy, and the Treasury Depart is unable as yet to meet it. Arrangements have been made, however, to secure an increased supply of silver certificates from the bureau of engraving and printing, and they will be issued as soon as possible.

Let the Good Work Go On. Commissioner of Public Buildings Wilson has begun tearing down the fences around the government reservations. Yesterday workmen were engaged in removing the fence around the reservation at Eleventh and I streets northwest.

UNDERTAKERS.

W. R. SPEARE, Undertaker.

940 F Street Northwest. Ar Everything strictly first-class and on the most reasonable terms.

[Camp Chairs to hire for all occ isions.] TELEPHONE CALL-340.

PEASE PIANOS.

Unequaled in Tone, Touch, Workmanship, and Durability. SECOND-HAND PIANOS, a fine assortme

Edward F. Droop, 925 Pennsylvania Avenue,

Sole Agent for Steinway & Sons, Gabler, Decks & Son, Marshall & Wendell, Hallett & Cumston, and other Pianos; Sterling Organs. Music and Musical Merchandise. Instruments sold on monthly payments, ex-

TRAVELERS' GUIDE. THESAPEAKE AND OHIO ROUTE.

Trains leave Union Depot, 4th and B sta.

10:57 A. M.—For Newport News, Old Point Comfort, and Norfolk, Daily excent Sunday, Arrive in Norfolk at 7:40 P. M.

11:24 A. M.—For Virginia Springs, stations on the Chesabeake and Ohio, and polints west. Daily except Sunday. Observation car. Charlottesville to Clifton Forge. Through Fullman buffet sleeping cars, Clifton Forge to Louisville and St. Louis.

ing cars. Clifton Forge to Scale.
St. Louis.
5:30 P. M. – Fast western express daily. Solid train, with Pullman buffet sleeping cars to Louisville. Pullman service to Cincinnati, St. Louis, Memphis, and Cincinnaii, St. Louis, Mempiss, New Orleans, New Orleans, 11:00 P. M.—For Virginia Springs and stations on Chesapeake and Ohio. Daily except Sunday. Through Pullman buffet sieeping cars, Baltimore and Washington to White Sulphur Springs.

Office 513 Penn, ave.

H. W. FULLER,
General Passenger Agent.

STRAMBOAT LINES.

NORFOLK AND FORTRESS MONROE. Low fares. The popular, safe, and fast steamer LAKE, elegantly furnished throughout, leaves Seventh st. wharf every MONDAY, WEDNESDAY, and SATURDAY, at 5-30 p. m., stopping at Piney Point going and returning. First class meals served in dining room on main deck.

Raterooms secured and baggage checked at 619 and 1851 Pa. ave., Lloyd's Express Office, and on steamer. Telephone call, 94.

MT. VERNON. MT. VERNON STRAMER W. W. CORCORAN
Leaves 7th-st. wharf daily (except Sunday) for MT. VERNON, reaches Washington about 3:30 p. m.
L. L. BLAKE, Captain.

ESTABLISHED 1811.

MILD, WELLOW AND DELICIOUS
The peculiar medicinal qualities of Whiskey distilled
from the finest growth of Kye in the renowned Valley
of the Menongahela, have attracted the attention of
the Medical Faculty in the United States to such a
degree as to place it in a very high position among
the Materia Medica.

We beg to invite the attention of connoisseurs to
our celebrated fine OLD WHISKIES, which
we offer at the following prices, in cases
containing One Dozen Bottles each: Three Feathers, Old Rye, 1865, \$21.00 Brunswick Club Whiskey, - 12.00

If you cannot obtain these Whiskies from your Groter, wo will, on receipt of Bank Draft, Registered Letter, or Pool Office Money Order, or Qo.D. if desired;
deliver them to your address, by Express, charges
repaid, to all points ease of the Mississippi river;
and by freight to any part of the U.S. prepaid).
For EXCELLENCE, PURLIY and EVENNESS OF QUALITY, the above are Unsurpassed by any Whiskies in the medicatThey are colledy FILEE FIGOU ADULTIVA.
ATION, and possess a unitural flavor and fluctenic properties.
These Whiskies are sold under guarantee to give
perfect statisfaction to thereign to be returned at
are argumes. Correspondence solicited.

KEYES & OO.,

THE GREAT PENNSYLVANIA BOOTE
THE NORTH, WEST, AND SOUTHWEST
DOUBLETRACK, SPLENDLD SCENE
STEEL BAILS, MAGNIFICENT EQU

BUSINESS AND STREET STREETS STREET STREETS STREET STREETS AND STREETS STREETS

1120 p.m. Jimited Express of Pullman Parior Cars, 9:49 a.m. daily, except Sunday, and 4:50 p.m. daily.
For Beaton without change, 2:00 p.m. every day, with Pennsylvania Railread Dining Cars.
For Brocklyn, N. Y., all through trains consect at Jersey City with boats of Brooklyn Anex, affording direct transfer to Fulton street, avoiding double ferrisge across New York city.
For Philadelphia, 7:25, 9:00, 11:30, and 11:30
a.m., 2:00, 4:10, 6:00, 10:30 and 11:20 p.m. On Sunday 3:30, 11:40 a.m., 2:00, 4:10, 6:50, 10:90, and 11:20 p.m. daily, with Pennsylvania Railroad Dining Cars.
For Bailmore, 6:35, 7:25, 9:00, 9:40, 9:50, 11:10, 11:40 a.m., 12:65, 2:20, 4:00, 4:10, 4:20, 4:40, 6:50, 10:30, and 11:20 p. m.
For Bailmore, 6:35, 7:25, 9:50, 9:40, 9:50, 11:10, 11:40 a.m., 12:05, 12:00, 4:00, 6:10, 6:00, 8:10, 10:00, and 11:20 p. m.
For Pope's Creek Line, 7:25 a.m., 12:00, 4:20, and 6 p., m. daily except Sunday.
For Annapolis, 7:25 a.m., 12:00, 4:20, and 6 p., m. daily, except Sunday.
For Bailmore, 6:30 a.m., 12:00, 4:20, and 6 p., m. daily, except Sunday.
For Annapolis, 7:25 a.m., 12:00, 4:20, and 6 p., m. daily, except Sunday.
For Bailmore, 6:30 a.m., 4:40 p. m. daily, except Sunday.
For Bailmore, 6:30 a.m., 4:40 p. m. daily, except Sunday.
For Bailmore, 6:30 a.m., 4:40 p. m. daily, except Sunday.
For Annapolis, 7:25 a.m., 12:00, 4:20, and 6 p., m. daily, except Sunday.
For Bailmore, 6:30 a.m., 4:40 p. m. daily, except Sunday.
For Annapolis, 7:25 a.m., 12:00, 4:20, and 6 p., m. daily, except Sunday.
For Bailmay.
For Bailmay.
For Bailmay.
For Bailmay.
For Bailmay.
For Annapolis, 7:25 a.m., 12:00, 4:20, and 6 p., m. daily, except Sunday.
For Bailmay.
For Bailmay. For Annapolis, 7:25 a.m., 12:05, 4:20, and 6 p.,
daily, except Sunday, Sundays, 9:09 a.m.,
4:10 p. m.
Allexandria, AND FREDERICKSBURG
RAILWAY, AND ALCAANDRIA AND
WASHINGTON RAILROAD.
For Alexandria, 6:00, 6:45, 8:40, 9:47, 10:57 a. m.,
12:04 noon, 2:05, 4:25, 6:35, 6:01, 8:05, 10:95 and
11:37 p. m. On Sunday at 6:90, 8:40, 9:47, 10:37
a. m., 2:20, 6:01, 8:05, and 10:50 p. m.
For Richmond and the south, 6:90, 10:57 a. m.,
daily, and 4:35 p. m. daily, except Sunday,
Trains leave Alexandria for Washington,
6:05, 8:09, 9:10, 10:15, 11:97 a, m., 12:0, 3:09, 8:23,
6:16, 7:05, 9:32 and 10:42 p. m., and 12:16 midnight (except Monday). On Sunday at 8:50,
9:10, and 11:97 a, m., 2:09, 5:10, 7:05, 9:32, 10:42
p. m., and 12:15 night.
Tickets and information at the office, northeast corner of 12th street and Pennsylvania
syenue, and at the station, where orders can
be left for the checking of baggage to destination from hotels and residences.

General Passenger Agent;
UHAS. E. PUGH, General Manager.

TEREIMONT AIR LINE.

PLEDMONT AIR LINE,

SCHEDULE IN EFFECT JUNE 5, 1887. Trains leave B. & P. Station, Sixth and SCHEDULE IN EFFECT JUNE 5, 1887,
Trains leave B. & P. Station, Sixth and B
streets—

8:30 A. M.—East Tennessee mail daily for
Warrenton, Gordonsville, Charlottesville, Lynchburg, and stations between
Alexandria and Lynchburg, Blue
Ridge Springs, Alleshany Springs,
Bristol, Knoxville, Rome, Calera, Mont
gomery, and New Orleans, Pullman
Bleeper Washington to New Orleans.

11:24 A. M.—Fast mail daily for Warrenton,
Charlottesville, Gordonsville, stations
Chesapeake and Ohio route, Lynchburg, Rocky Mount, Danville, and
stations between Lynchburg and Danville, Greensboro, Raleigh, Charlotte,
Atlanta, Birmingham, Montgomery,
New Orleans, Taxas, and Calfornia,
Pullman Sleeper New York of Atlanta,
In connection with Pullman Sleepers
Atlants to New Orleans and Mann
Bondoir Sleepers for Birmingham,
Vicksburg, and Shreveport. Solid
trains Washington to Atlanta, Does
connect for C. & O. route points on
Sundays.

2:36 P. M.—Daily, except Sunday, for Manassas, Strasburg, and Intermediate stations, also with through coach to Warrouten for Fauquier White Sulphur
Springs. Connects at Riverton with
SV. N. R. & Fer Luray, arriving at 8.03
P. M.—Western express daily for Warreu-

5. V. K. R. for Luray, arriving at 5.03 P. m.

5.30 P. M. Western express daily for Warrenton, Gordonsville, Charlottesville, Louisville, Cincinnati, and Sommer Resorts on and near line of Chesapeake and Ohio route, Pullman Sleepers and solid trains Washington to Louisville, also for Lynchburg, Bristol, Chattanooga, Memphis, Little Rock, and all southwestern points. Through Pullman Sleepers Washington to Memphis without change.

11:00 P. M.—Southern Express daily for Lynchburg, Danville, Raleigh, Asheville, Charlotte, Columbia, Alken, Augusta, Atlania, Montgomery, New Orleans, Texas, and California. Pullman Sleepers Washington to Montgomery, connecting with Pullman Parlor Cars Montgomery to New Orleans, Pullman Sleepers Washington to Augusta without change: also Pullman Sleeper; to Greenbrier White Sulphur Springs daily except Sunday,

Greenbrier White Sulphur Springs dally except Sunday.

FRAINS ON WASHINGTON AND OHIO DIUSION
Leave Washington 9:12 a. m. daily, except Sunday, and 4:45 p. m. daily, arriving at Hound
Hill 11:37 a. m. and 7:10 p. m.; returning, leave
Round Hill 6:06 a. m. daily and 1:30 p. m., daily
except Sunday, arriving Washington 8:30 a. m.
Through trains from the South via Charlotte,
and 1:40 p. m., via East Tennessee, Bristol, and Lynchburg, at 10:45 a. m. and
9:40 p. m., via East Tennessee, Bristol, and Lynchburg at 10:45 a. m. and Charlottesville at 9:40 p. m. Strasburg local at 9:47 s. m.

Tickets, Sleeping Car reservation, and information furnished and baggage checked at office, 1500 Fennsylvania avenue, and at passenger station, Pennsylvania railroad, Sixth and B streets.

General Market L. TAYLOR.

ger station, Pennsylvania railroad, Sixth and B streets.

General Passenger Agent

BallTimore and Ohio Railroad.

Bohedule in effect Sunday, June 19, 1887, until further notice

Leave Washington from station, corner of New Jersey avenue and C street.
For Chicago 10:50 a. m. and 9:40 p. m., daily, with through coaches and sleeping cars. The 10:55 a. m. is a Fast Limited Express for Pittsburg and Chicago, arriving in Pittsburg as 8:50 p. m., Chicago next morning at 9:50. No extra fare is charged on this train for fast time.
For Cincinnati, Louisville, and St. Louis, daily, at \$15 p. m. and 9:40 p. m., with through coaches and Palace Sleeping Cars to Cincinnati and St. Louis, without change; 3:15 p. m. is a fast limited train to Cincinnati and St. Louis, arriving in Cincinnati ent morning at 7:30, St. Louis 6:40 p. m. No tra fare is charged on this train for fast time.
For Pittsburg at 10:55 a. m. and 10:10 a. m., daily, to Pittsburg, Cleveland and Detroit, with Parlor and Sleeping Cars to Pittsburg.
For Lexington and Local Stations 10:10 a. m., daily, except Sunday.
For Havre de Grace, Newark, Wilmington, and Philadelphia, 7:30 a. m., 1:20 g. m., and 4:30 p. m. daily, except Sunday.
For Havre de Grace, Singerly, and intermediate points between Baltimore and Wilmington, 5:50 a. m. daily, except Sunday.
For Baltimore on week days, 5, 6:30, 6:40, 7:30, 8:20, and 1:30 p. m.
For Baltimore on week days, 5, 6:30, 6:40, 7:30, 8:20, and 1:30 p. m.
For Amangolis, 6:40 and 8:30 a. m., 12:10 p. m.
For Walmington, Detaware, and intermediate points, 3:15 p. m. daily, except Sunday.
For Amangolis, 6:40 and 8:30 a. m., 12:10 pm.
For Amangolis, 6:40 and 8:30 a. m., 12:10 pm.
For Amangolis, 6:40 and 8:30 a. m., 12:10 pm.
For Amangolis, 6:40 and 8:30 a. m., 12:10 pm.
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For Amangolis, 6:40 and 8:30 a. m., 12:10 pm.
For Amangolis, 6:40 and 8:30 a. m., 12:10 pm.
For Amangolis, 6:40 and 8:30 a. m., 12:10 pm.
For Amangolis, 6:40 and 8:30 pm. for principal stations on Metropolitan Branch, 6:46

From Annapolis 5:39 and 10:35 a. m., and 1:50, and 5:20 p. m.; Sunday, 10:35 a. m., 6:35 p. m.

From Harrer's Ferry and Valley Railroad, 5:16 p. m. daily, except Sunday,
From Frederick and intermediate points, 6:25 a. m. and 8:15 p. m., daily, except Sunday,
Trains leave Haitimore for Washington at 5:10, 6:30, 7:38, 9:00, 9:05, 10, and 10:30 a. m., 12:16, 2:15, 8, 415, 5, 6, 6:30, 7:38, 8:30, and 11 p. m.; cm.
Sundays, 6:30, 9, 9:05, and 10 m., 1:30, 2:15, 416, 5, 6:30, 7:35, 8:30, and 11:0 p. m.

For points on Shenandoah Valley Railroad, between Shenandoah Junction and Luray inclusive, 3:15 p. m. daily, except Sunday.

All trains from Washington stop at Keiny Haion except 1:25, 3:15, and 4:30 p. m.

For further information apply at the Baltimore and Julo Ticket Office—Washington Station, 61s and Jish Pennsylvania avenue, corner of Fourteenth street, where orders will be laken for baggage to be checked and received at any point in the city.

Manager, Baltimore,
PERCY G. SMITH.

Pass. Agent, Washington.

OPIUM AND WHISKY HABITE pain; book of particulars sent tree. R. M. HOULLEY M. D., Atlants, Gs., pole-days-su

With sliding Detachable Springs. (F Better than Whalebone or Horn, El For sale by leading wholesale and retail estab

412 Broadway, N. Y., Manufacturers. TREASURY DEPARTMENT, JULY 8, 1887.

Sealed proposals for making, painting, and placing in position in this building as wire partition will be received at the office of the assistant superintendent of the treasury building until 2 o'clock p. m. of MONDAY, JULY 18, 1887. Plans and specifications may be had on application to the assistant superintendent. The department reserves the right

GARPIELD MEMORIAL HOSPITAL,
WASHINGTON, July S, 1887.
Sealed proposals will be received by me at
the Hospital up to NOON of SATURDAY,
JULY 16, 1887, for the delivery at the Garfield
Memorial Hospital. on Boundary, at the head
of 10th st. N. W., of
150 tons White Ash Furnance Coal, more or less, 50 tons White Ash Range Coal, stove size,

jy9-6t Engineer Commissioner, D. C. PROPOSALS FOR MISCELLANEOUS

BROKERS.

THE SHELLABARGER CAR.

ITS SUCCESSFUL TRIPS OVER SEVERAL

The Use of the Shellabarger Live Stoc Car Results in a Great Saving to Stock and Enhancement in the Value of the Cattle Transported in Them.

Learning that the vice president of the Shellabarger Car Company, Mr. A. B. White, was in the city a reporter of the NATIONAL REPUBLICAN yesterday repaired to the company's office, 938 F street, and obtained from him the following state-

"Mr. White and Mr. W. W. Herron, secompany.
"The first trip was made from Pauline. Kan., to Chicago, a distance of 560 miles

thes."

From the foregoing it will be seen that the Shellabarger car is winning its way in the only practicable manner. That is, it is placed in direct competition with the ordinary stock car, and also with all those having the latest improvements. That it will distance all competitors has been the opinion of the NATIONAL REPUBLICAN from the inception of the enterprise, and need not be here repeated. Another thing seems very evident, and that is the management of the company have met with no obstaclesfrom any railroad, and that they have adopted a plan for bringing their cars into

Bows to the Decree of the Secretary o A special meeting of the Old Guard, U. V.C., was held last evening in their hall in the G. A. R. building. After routine busi ness had been transacted Capt. Edga

called attention to the decision of the Sec retary of War, just received. It was read and is as follows:

It was suggested, and agreed to, that each member should endeavor to bring in one honorary member, and the resultan-fees be set aside for an ordnance fund. fees be set aside for an ordnance fund.

A committee consisting of Comrades
Edgar, Paige, Nelson, Skinner, Smith,
Bogla, and Jacobson was appointed and
clothed with power to collect funds for the
armament of the company.

A committee was also appointed to examine into the feasibility of disposing of
the abakos and procuring a more suitable
headwar.

"Inders"—now the thriming, perious" pleasure of horse racing.

"Abandoned in Mid-Ocean" might appear a dolorous narrative, especially when the author's name happens to be "Coffin," Again, not so; related in sailor dialect, it has a peculiar charm. "Poet and Buckboard on the Saguenay River" furnishes a more soothing pastime.

Continued articles are, "Long Branch as a Summer Resort"—which gives a clear diea of the place, what the people do there, and wonders about its future: shall it increase in size and fashion or go out like a rocket? No: predicts an eternal feu de joie, a perpetual bondire: "Around the World on a Bicycle"—Stevens having extraordinary experiences among the Persians: "filstory of American Canocing" pictures boats, and tells of regattas.

"My Initiation to the Bicycle" is the expelence of thousands—the trepidation when "Chris mounts the Grinder" and the worse feeling when "Chris lands in a ditch." The calamity fades away completely, however, though the mud remains, when, standing again on the shore, a pretty maiden offers her comforting hand—which he must decline because of the condition of his own—and sweetly says. "I trust, Mr. Wheeler, you are not hurt." What if he were, at that supreme moment?

Now the "Editor's Open Window" and the "Monthly Eccord" take the rest of the number, revealing many interesting things to lovers of sport—the rest except the two latest pages which, pictorially, communicate the comico-tragico adventures of "Our Artist Assigned to a Yacht Race." Poor fellow, he had never been to sea before, and when he came back to the office looked, in form and every feature, as if he had no desire for further experience.

RINGWOGD MANSE. A Pastoral Poem. By E. P. Millen, Washington, D. C.: "School of Music" Print, We have read with pleasure this sweet, oothing, and thoughtful little volume It recalls charmingly the freedom and de lightful simplicity of early life in rural agnitus simplicity or early life in rura-scenes, and the heart associations of kindred and friends. Though melancholy is often mingled with the joy; though clouds steal over the blue sky; the musically whispering trees sometimes moan in sorrow; the deli-cate flowers suddenly perish at the touch of winter; still, the soul's gloom continues not long, but only serves finally to chasten happiness and permeate it with a tender-

The Hon. Spencer O. Fisher, member-elect of the fiftieth Congress from the tenth

West Bay City,

The while we gaze, we see no haze Of storm or cloudy weather. O'er all deth shine the love divine That brought ye two together.

Tho' youth has fied, with some jays dead, Since that fair summer morning. So time doth bring a sweeter spring And sweeter hopes are dawning. With dearer joys have crowned you; And each that came, your love to claim, Brought troops of angels round you. These crystal souls your life controls Are surely love's best token. And few, sye, rew can claim like you, A circle still unbroken.

And when at last earth's love is past,
All told the fair, sweet story.
Lift up your eyes where crystal sales
Reveal love's brighter glory.
This poem was written by Mrs. J. W. Bur
nett and the souvenir illustrated by Miss Nel
lie D. Tannebill, both of Washington city.

This powder never varies. A marvel of purity, strength, and wholesomeness. More ecenomical than the ordinary kinds, and cannot be sold in competition with the multitude of low test, short weight alum or phosphate powder. Sold only in cana. ROYAL BAKING POWDER CO., 106 Wall St., N. Y.

WEBER, ESTEY, FISCHER ESTEY ORGANS.

The new Estey "PHILHARMONIC" Organ A REVELATION and A REVOLUTION. SANDERS & STAYMAN 934 F Street N. W., Washington, D. C. 13 North Charles Street, Baltimore, Md 1217 Main Street, Richmond, Va.

BURDETT ORGANS.

G. H. KUHN, Sole Agent,
jel3-3m

Pianos for Rent. WM. KNABE & CO., 817 MARKET SPACE.

hanged, Rented, Tuned, Repaired, Moved, Stored, and Shipped

New and Second-hand Pjanosos other mal always in stock at low figures.

(Newport News and Mississippi Valley Com-pany.)
Schedule in effect June 5, 1887.
Trains leave Union Depot, 6th and B sta.

CHOICE OLD

Old Reserve Whiskey, Unrivalled Upper-Ten Whiskey, 15.00

H.& H.W. CATHERWOOD

14 So. Front St., PHILADELPHIA.
NEW YORK OFFICE—16 SOUTH WILLIAM ST

WILLARD'S HOTEL STABLES, Dorner Fourteenth and D Streets Northwest] u#9-Branch Office at the Arlingtoni